

Carthia Refuses to Give Any Details of Titanic's Loss and as Fruitless Hours Go By, Suspense Grows More Maddening

NO NEWS COMES
ON WHICH HOPE
MAY BE RAISED

Halting Wireless Is
Blurred and Confused
All Day.

FEW HOURS WILL
TELL TRAGIC TALE

Insistent Requests Made of
Rescue Ship by Cruiser Ches-
ter for Real News of Marine
Disaster Meets With Short
Command to "Keep
Out."

[Special to The Times-Dispatch.]
New York, April 17.—Far out
at sea near the Cunarder Carpa-
thia, and near her sad company
of survivors of the Titanic trag-
edy, the cruisers Chester and
Salem were sending late to-night
to the government wireless station
at Newport a full list of those
that were saved after the great
White Star liner crushed herself
against an iceberg and dropped
to the ocean floor.

But the halting wireless, blurred
and confused all day, still with-
held from the world the details so
eagerly sought, supplying nothing
on which hope might feed. All
along the coast wireless opera-
tors listened tensely for the first
whisper from the sea that would
release the story of the Titanic's
collision, of the dreadful hours that
followed for the women and chil-
dren in the small boats, and of those
who were surely dead as well as
those who were surely living. The
suspense for the thousands waiting
in this city for any scrap of news
was hardly to be endured, but no
hint of the facts could be gleaned
from the troubled air.

Electrical storms, a conflict of
messages, the inability of the Mar-
coni Company to connect with the
Carpathia while the cruisers were
talking with her, the impossibility
of any news trickling landward until
the new list of survivors had been
relayed to the government station at
Newport—all these things operated
to sustain anxiety and aggravate
suspense.

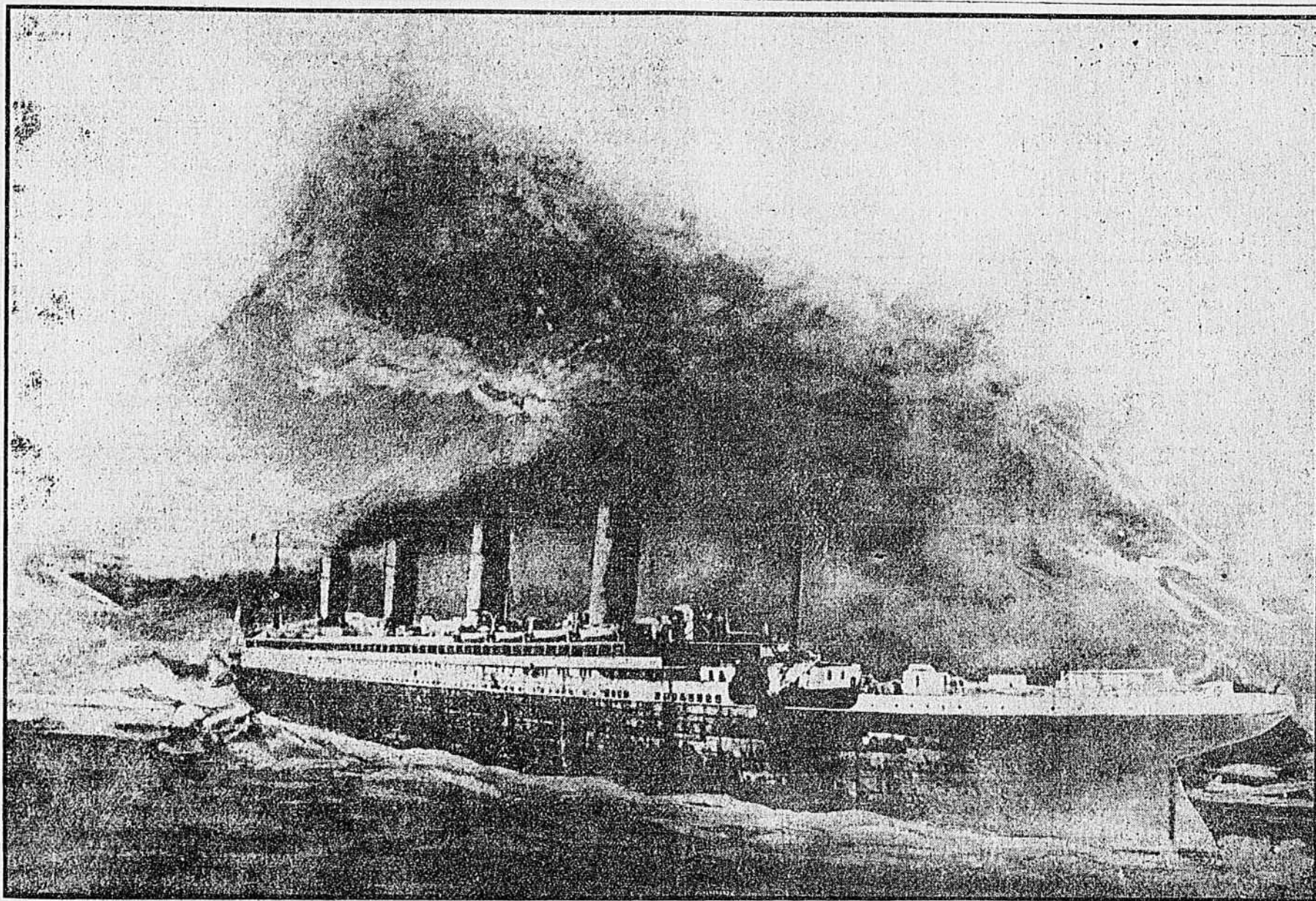
Carpathia Remains Silent.
The only source of news of the
world's greatest disaster, the Carpa-
thia, remained silent until late to-
night, in spite of the insistent requests
of the Chester for names of the living
and for information as to the circum-
stances of the collision and foundering.
The Cunarder, for some reason that
mystified those waiting for intelli-
gence, was receiving messages, but
not answering them. It is known that
a wireless for J. Bruce Ismay, the man-
aging director of the White Star Line,
congratulating him on his escape, was
relayed through the station at Newport
to the Carpathia, and it was understood
at Newport that the message was sent
from the line.

Hurrying toward the Carpathia
at twenty-four knots' speed, the Ches-
ter used her powerful wireless all day
striving to communicate with the Cu-
narder. She asked for a complete list
of the survivors and such information
as would throw light on the disaster,
but for hours her appeals were dis-
regarded. The wireless man at the
Boston Navy Yard, with his ear keen
for Carpathia tidings, heard that ship
tell the Chester to "keep out," that the
Carpathia would not work with the
Chester, but only with the station at
Siasconset. The Chester flashed land-
ward the disappointing news that she
was doing her best to talk to the Carpa-
thia, but that her request had been
refused.

It was not until 3:30 P. M. that
the cruiser finally succeeded in estab-
lishing communication. About that time
the United Wireless Company sent
out orders to have all commercial
messages stopped in order to permit
the Carpathia to get messages
through. Shortly afterward the Carpa-
thia sent four messages to the Ches-
ter, which were relayed by the
ship to the scout cruiser Salem, which
was much nearer land. On account of
atmospheric conditions, the messages
could not be picked up.

The Marconi stations at 9 P. M. were
laboring to obtain information from
the Carpathia, but they found that
the cruiser's wireless blocked them
and prevented their hearing what the
Carpathia was sending to Siasconset.
An hour later conditions had so much
improved that the Marconi station at
Siasconset reported that the cruisers
were at work sending a full list of
the names of the survivors to the
government station at Newport. The
transmission of these names was
finished about 10:30 P. M., and then
the Marconi operators reached out di-
rectly for news from the Cunarder.

Many Disturbing Rumors.
While the Chester and the Salem
(Continued on Tenth Page.)



How the Titanic Probably Looked When She Struck the Iceberg.

CROWD OF MORBID EXPECTED AT PIER

Impossible to Keep Merely Curious
Away When Carpathia
Arrives.

ALL RESTRICTIONS REMOVED
No Obstacle Will Be Permitted
to Delay Landing of
Passengers.

[Special to The Times-Dispatch.]
New York, April 17.—According to
the latest advice received by the
Cunard Line, the steamer Carpathia,
with survivors from the Titanic, should
arrive at Sandy Hook at 5 o'clock to-
morrow night, and get to Cunard Pier
between 10:30 and 11 o'clock, assuming
that weather conditions are such that
Captain Rostron, of the Carpathia,
will venture a run through Ambrose
Channel and up the bay. All restric-
tions on making entry to the port
have been removed by the Federal
officials. The ship will not be boarded
by customs men, and there will be no
immigration inspectors. Everything
possible was done to-day to remove
any obstacle that might delay the
landing of the rescued from the Tita-
nic. The scout cruisers Salem and Ches-
ter will act as a convoy for the Carpa-
thia, and Secretary of the Treasury
Waldo sent word to the office of
Collector of Customs Loeb, as this
would do away with the necessity of
the presence of revenue cutters.

Usual Rules Waived.
Commissioner of Immigration Wil-
liams announced that the usual rules
covering the inspection of stowage
passengers, should there be any, and
the Titanic among the survivors, would
be waived, and immigration inspectors
will be on hand to help in every way
steering passengers. Officers of the
White Star Line will be at the Cunard
Pier to assist the Titanic passengers.
To see that they are taken to the
hotels, if they have no homes in this
city to go to, and to render any as-
sistance possible.

General Nelson Henry, surveyor of
the port, will have forty inspectors
at the pier. Police Commissioner
Waldo will have a large number of
policemen in the vicinity of the pier
to preserve order.

It is expected that there will be a
great crowd to-morrow night at the
Cunard Line pier. Under the rule
made by Surveyor Henry, passes have
been issued only to near relatives of
the Titanic survivors, but the sur-
veyor fears that many persons who
have no business at the pier, and who
will be there only because they are
morbidity, have been able to get passes.

All of to-day there was a line of
persons at General Henry's office, and
(Continued on Tenth Page.)

NO FALLING OFF IN OCEAN TRAVEL

People Not Deterred by Fate
Which Overtook Great
White Liner.

New York, April 17.—That the dis-
aster to the Titanic has not seriously
affected travel by the ocean ferry is
illustrated by the departure to-mor-
row of three steamships—the North
German Lloyd liner George Washing-
ton, for Bremen; the Hamburg-Ameri-
can liner Moltke, for Hamburg, and
the White Star liner Cedric, for
Queenstown and Liverpool.
The George Washington has more
than her usual mid-April number of
voyagers, including a small number
who had been booked for the Titanic.
The Cunarder Carmania, which sailed
to-day, took away 2,200 who intended
to take the Titanic. The Cunarder
Mauretania, which sails next Wednes-
day for Fishguard and Liverpool, will
have every first cabin berth filled. She
will take about 1,200 of those who had
been booked for the Titanic.
The agents of the line said they saw
no falling off in bookings because of
the fate of the Titanic. The impres-
sion seems to prevail among sea-goers
that after a serious accident com-
manders are likely to be extra care-
ful. April and May are among the
most peaceful months for sea-going,
and the greatest peril is that of ice-
bergs in the far, but the new routes
agreed upon by the lines will take all
ships below the latitude of frequent
ice and fog.

Rumor That Baltic Has 250 Survivors

[Special to The Times-Dispatch.]
Halifax, N. S., April 17.—The cable
steamer Minia reports that she
picked up a wireless dispatch stat-
ing that the Baltic had rescued 250
and the Carpathia 700 of the Tita-
nic's passengers. The captain of the
Minia says, however, that he was
not in direct touch with the Baltic.
He heard many conflicting wire-
less telegrams, and cannot vouch
for the accuracy of the statements
that the Baltic rescued some of the
passengers.

NEWS NOT CREDITED.
New York, April 17.—The Mar-
coni office had no news of the kind,
and the report was not credited at
the White Star office. The news
would have come long ago if true,
it was believed.

The Baltic sailed hence for
Queenstown and Liverpool at noon
on April 11, and is due at Queens-
town to-morrow. No wireless mes-
sages have come from her, an-
nouncing her position since her de-
parture. She should have been on
April 14 in the neighborhood of
where the Titanic sank.

GREAT SHIP RENT ALMOST ASUNDER

Captain Smith First to Realize
Danger to His
Vessel.

PANIC INDESCRIBABLE
Report That 150 of Crew Were
Killed by Collision With
Iceberg.

[Special to The Times-Dispatch.]
Wellfleet, Mass., April 17.—(By wire-
less from the steamship Carpathia, S.
P. M.)—A scene of indescribable panic
prevailed when the Titanic struck the
iceberg last Sunday night. She was
rent almost asunder by the terrific im-
pact, and went to the bottom with al-
most the entire crew and nearly all of
the male passengers. Captain Smith
was the first to realize the peril of his
boat, but he did not believe that she
would go to the bottom, and sent out
the "S. O. S." call so that aid would be
on hand if the worst came to the worst.
The operator, however, had barely
clicked his instrument for the final
letter, when the dynamo room was
flooded and the great liner was plun-
ged in darkness.

Captain Smith immediately ordered
all the lifeboats lowered, and the wo-
men and children were given the pre-
ference. Owing to the strong wind,
great difficulty was experienced in
lowering the people into the boats. As
it was Sunday evening, many of the
first cabin passengers were in the salon
in evening clothes, and the women were
thinly clad when they were lowered in-
to the boats.

Colonel Jacob Asor and Major Butts
were undoubtedly carried down with
the Titanic.

Sees Monster Too Late.
The big vessel was making about ten
knots when she struck the berg. Cap-
tain Smith did not sight the ice mon-
ster until he was almost upon it. He
gave signals to reverse the engines,
but it was too late. It is reported that
at least 150 members of the crew, quar-
tered in the head forecastle, were
killed when the collision occurred.

Passengers who had retired were
flung from their berths by the im-
pact. Windows were shattered and
ornaments ripped from the wall.
The S. O. S. call was picked up by
the Carpathia, which headed at once
for the scene of the disaster, but the
Titanic had gone down before she
reached the spot, and aside from the
lifeboats, all that remained to tell the
tale of the disaster were numerous
corpses and pieces of wreckage. No
effort was made to recover the bodies.

FAMILIES OF CREW IN GREAT DESPAIR

Agonizing Suspense Not Re-
lieved Since First News
of Tragedy.

[Special Cable to The Times-Dispatch.]
London, April 17.—The agonizing
suspense of the relatives of the crew
of the Titanic at Southampton has not
been relieved since the first news of
the foundering of the ship, and the
loss of many lives. The women and
children in 600 homes there realize
that most of their husbands, fathers
and sons have been lost, but none of
them know whose have been lost and
whose saved. They appeal to the
White Star officials repeatedly, some
with pathetic patience and others with
indignation. The latter class believe
that the names are known to the
company, and are being withheld.
Many of the women complain because
the names of the passengers saved
have been sent out, but none of those
of the crew.

It would be easy to multiply heart-
rending instances of sorrow and de-
spair of many large families which
are dependent on individual members
of the crew. The wife of Second
Officer Lightoller of the Titanic on
learning that her husband was sat-
isfied to the mayor and offered to help
in the distribution of relief. Light-
oller expected an appointment as
chief officer the day before the Tita-
nic sailed. His wife says his life was
probably saved by the appointment
as second officer as he was one of the
men placed in charge of the boats.

Chief Officer Wilde was well-known
in Southampton. He leaves four chil-
dren. Six firemen who had signed for
the Titanic arrived immediately be-
fore she sailed, but were not allowed
to embark.

**Bodies of Victims Will
Never Be Recovered**
Baltimore, April 17.—The bodies
of the victims of the Titanic disas-
ter are at the bottom of the deep,
never to leave it," declared Pro-
fessor Robert W. Wood, of the
chair of experimental physics of
Johns Hopkins University, to-day.

"It is altogether impossible that
any of the corpses will ever re-
turn to the surface of the water, as
in the case with bodies drowned in
shallow water."
"At the depth of two miles the
pressure of the water is something
like 6,000 pounds to the square
inch, which is far too great to be
overcome by buoyancy ordinarily
given drowned bodies by the gases
that are generated in time."

ROLL OF RESCUED IN OCEAN HORROR SEEMS COMPLETE

Total of Dead Still Be-
lieved to Stand
at 1,312.

FIGURES CANNOT
BE CONFIRMED

Carpathia Now in Wireless Com-
munication, but Details of Ti-
tanic's Loss Have Not Been
Given—One Report Says
She Carries But 705
Survivors.

New York, April 17.—The roll
of the saved from the Titanic
disaster to-night seems complete.
Practically every attending
circumstance in the transmission
of news from the Carpathia goes
to show that only 328 of the 610
cabin passengers of the Titanic
are safe on the rescue ship.

The 282 cabin passengers whose
names have not appeared in the
lists sent ashore yesterday by
wireless probably must be con-
ceded as among the 1,312 lives
which the collision of the mam-
moth new steamer with an ice-
berg off the New Foundland
banks Sunday night is believed
to have taken.

Hearts Turn to Despair.
Thousands of hopeful hearts
were turned to despairing ones
when the United States scout
cruiser Chester wirelessed ashore
late to-day that she had
been in communication with the
Carpathia and had asked her re-
peatedly for the full list of first-
and second-cabin survivors, and
that the rescue ship reported that
all the names had already been
sent ashore. The remainder of
340 persons saved were passen-
gers in the steerage or members
of the crew.

After the strain of three days'
waiting without news of their
missing ones, there were few of
the hopeful that still held out to-
night against the seemingly final
word as to the fate of friends and
relatives.

The small remaining hope of the
few who persistently refused to be-
lieve the worst rested to-night on
the faint possibility that the list of
survivors sent by wireless from the
Carpathia might, after all, not be
quite complete.

The fact that one new name came
through, late to-day, a private mes-
sage from the Carpathia was the basis
of what was a desire more than a
hope that there were slips enough in
her wireless lists to account for a
few, at least, of those still unaccount-
ed for. At the best, however, it ap-
peared that it could be only an occa-
sional one whose safety had not been
reported through some error of com-
pilation on the liner or of wireless
transmission.

From the Carpathia, which is ap-
proximately 600 miles from New York,
and which is expected, if she keeps
up her rate of progress of thirteen
knots an hour, to reach the entrance
of the harbor by 8 o'clock to-mor-
row night, came a new report during
the day as to the number of survivors on
board.

Startling Message.
Through the Cunarder Franconia,
which is in wireless communication
with the rescue ship, came a message
which included this statement:
"She has a total of 705 survivors
aboard."

The previous statement from the
Carpathia had been that she carried
868 survivors. It may be that the re-
port received through the Franconia
included a count of rescued passen-
gers only, disregarding the 100 or
more members of the crew who must
have been in the boats which the Carpa-
thia picked up.

Communication was being had with
the Carpathia to-night through both
the scout cruiser Chester and the shore
wireless station at Siasconset. Through
the Chester there began coming slowly
the names of the saved passengers
from the third cabin of the Titanic.
The very sending of these could be
(Continued on Tenth Page.)